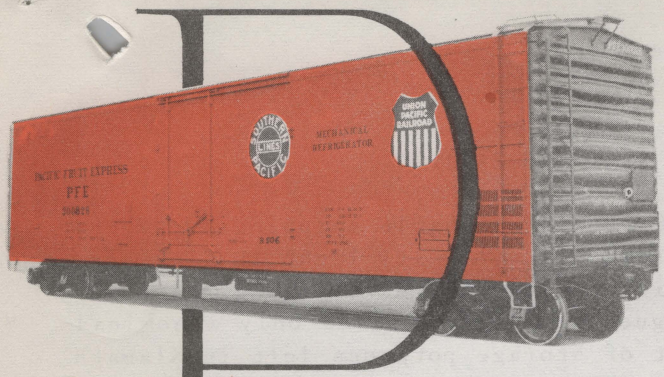
P-12-1

S. R.

MAY 25 1960

F. E Dosch



NEWS LETTER

PACIFIC FRUIT EXPRESS COMPANY

SAN FRANCISCO, CALIFORNIA

MAY 1960

P.F.E. LOADINGS

	1960			1959		
	PFE Cars	Foreigns	Total	PFE Cars	Foreigns	Total
April	*20,817*	*1,134*	*21,951*	*25,661*	*1,134*	*26,795*
January-April	*93,231*	*8,531*	*101,762*	*104,431*	*7,114*	*111,545*

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CAR SITUATION

As of May 1st, supplies were comfortable in all principal loading sections on Contract Lines, with a good return of empty cars from the East, bulk of which were directed via Overland Route. Backlog supply of empties in northern California had built up to near capacity of storage space by May 10th; however, supplies in southern California and Arizona, while adequate, did not increase proportionately, and it appears receipts will not build up to provide desired backlog until El Paso tide is increased with foreign fan cars. Instructions were placed on May 5th with car owners to start directing their fan equipment to our Contract Lines at rate of 100 cars daily, of which 50 daily were to be directed via El Paso. Requests for foreign cars were increased to 200 daily effective May 15th, which should allow ample time for building an adequate reserve supply in Imperial Valley and Arizona in advance of peak melon load which is expected to be reached during week of June 12th. With but 26,500 PFE cars in active service, it is essential to obtain full efficiency from the fleet by eliminating every avoidable delay in Eastern terminals as well as in our own shops. With Kern County potatoes and Salinas lettuce underway in good volume during the week of May 9th, indications are that car supply will shrink steadily and northern California will be nearly depleted by May 25th at which time all foreign cars available will have been directed to PFE service.

MAY 25 1960

CROP CONDITIONS

ALONG UNION PACIFIC -

Utah-Idaho District: Idaho potato deal is working rapidly to a close, with only a few hundred carloads of potatoes remaining to be shipped after May 10th. It now appears that fresh potato shipments for crop year of 1959-60 will not exceed 35,000 cars compared with 47,600 shipped in 1958-59 crop year. On the other hand, processing of potatoes has increased considerably and it is probable that more than 4,000 frozen carloads will move during present crop year compared with about 2,960 last year. Moreover, movement of edible unfrozen potato products such as granules, flakes, flour and dehydrated forms have increased in about the same proportion as frozen. This emphasized the fact that processed potatoes have cut more deeply into fresh market than ever before. Spring weather conditions have not been too favorable in Utah-Idaho area with frost, heavy winds, rain, snow and generally unfavorable weather experienced since April 13th, resulting in some damage to all varieties of fruit crops in Utah-Idaho area.

Northwestern District: Loading in this district during month of May is expected to closely approximate that of May 1959. The exception will be deciduous loading which will be somewhat less than last year due to storage holdings in Yakima Valley being lighter. Unseasonable weather also has prevailed in the Northwest, including some freezing temperatures which have hurt the early growth in some trees; however, it is too early at this time to determine if any appreciable damage was sustained.

Eastern District: Loadings are about normal for this time of year, consisting of packing house products, canned goods and usual miscellaneous commodities. Kearny District potatoes have all been planted; acreage is about same as last year. Completion of planting was somewhat later than last year due to cool, wet weather.

ALONG SOUTHERN PACIFIC -

Oregon: Perishable shipping in southern Oregon is now in its light loading season with but few pears remaining in storage in Rogue River Valley, and only a nominal amount of storage potatoes left in Klamath Basin. Loading will continue light until new pear crop reaches harvest period late in August. Other shipping consists of frozen foods from Willamette Valley and a few miscellaneous commodities from Portland area.

Northern California: Potato harvest in Edison District reached peak period May 5th. Production is increasing on Arvin Branch and should reach peak proportions during week of May 15th, by which time production on main line should be well underway. Early peaches from Fresno District and cherries from Stockton area got underway late in second week of May. Early plums from lower San Joaquin Valley should commence about May 20th and be followed by Winters apricots in week of May 22nd. Salinas lettuce loading increased steadily during first week in May, reaching good volume by May 9th. While lettuce acreage is considerably lighter than last year, good yields of favorable quality are producing shipments in heavier volume than previously anticipated. Porterville citrus is past its peak and loadings will decline gradually with harvest to be completed early in June.

Southwestern District: In territory west of Banning, loadings consist chiefly of citrus fruits and vegetables with some frozen foods and miscellaneous commodities. Late Navel Orange crops are nearing end of harvest, while new Valencia crops are coming into production. Lemon loading is in light, steady volume but should increase noticeably with advent of warmer weather in the East. Citrus fruits generally will show a gradual increase through month of May, reaching full production early in June although volume will be somewhat lighter than last year due to a smaller Valencia

crop. Vegetable loading along Pacific Electric and in Guadalupe-Santa Maria District will increase gradually as season progresses. In territory east of Banning, cantaloupe and watermelon crops are progressing satisfactorily with Imperial Valley melons getting underway during week of May 15th followed by Yuma cantaloupes. Imperial Valley deal should reach its peak during last few days of May and first few days of June with Yuma coming into full production about June 14th. In Salt River Valley, spring lettuce crop is nearing end of harvest and should be out of the picture by end of month. First shipments of lettuce from the Willcox area moved on May 13th. Willcox deal this year is comparable with that of 1959 when 1,025 shipments moved from middle of May through middle of June. Cantaloupes and watermelons along West Coast of Mexico now in full production while vegetable harvest is nearing close of its harvesting season. Cantaloupes and watermelons will continue to cross at Nogales in good volume until movement of these commodities from Imperial Valley and Yuma get well underway.

T&NO: Vegetable loading in Uvalde-Eagle Pass District, Rio Grande Valley and Coastal Bend areas should continue in present volume through month and well into June. Loading of cabbage and onions in lower Rio Grande Valley and Laredo section is practically over while tomatoes are expected to start moving from Rio Grande Valley about May 12th which, with steady movement of carrots and miscellaneous vegetables, will maintain over-all vegetable movement at present volume.

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RETIREMENT OF CHIEF ENGINEER E. F. GAEBLER

On May 31, 1959, Mr. E. F. Gaebler, who has been Chief Engineer of PFE since 1949, will retire.

Mr. Gaebler received his B.S. at Central Wesleyan College in 1915, his C.E. at the University of Missouri in 1917 where he was also a member of Tau Beta Pi, the Engineering Honor Society. After graduation, he went to work for the Wabash Railroad, and was an officer in the Army between 1917 and 1922 with the Army Corps of Engineers. He came to work for PFE in 1922 as a tracer in the Engineering Department, appointed Office Engineer in 1942 and served in that capacity until called back into service as Captain of Engineers. He served until 1945 and then returned to civilian life as Lt. Col., Engineers' Reserve. Upon his return to PFE in 1945, Mr. Gaebler served as Engineer of Construction and Maintenance and was appointed Chief Engineer on September 1, 1949.

Mr. Gaebler was honored by his many friends at a dinner given April 28th at the Olympic Club.

In his retirement, Mr. Gaebler takes with him sincere best wishes of his friends and associates for many years of good health and happiness. His Home address is 1148 Colusa Avenue, Berkeley.

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CHANGES IN SOUTHERN DISTRICT

Mr. John J. Rogers, who retired from active duty May 1, 1960, as General Superintendent, Southern District, left with a most enviable record for loyal conscientious and efficient service extending over 42 years, and all of it in the Southern District. His unfailing courteousness and spirit of helpfulness endeared him to a host of friends in shipping and railroad circles as well as within our own organization.

Our best wishes to John Rogers for many well deserved happy years of retirement.

John's home address is 2118 Wichita Street, Houston, Texas.

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Mr. D. A. "Whit" Whittington, who was Assistant Superintendent at Edinburg, Texas succeeded Mr. Rogers. Whit entered the service of PFE Company October 15, 1928, and progressed through the ranks to his present appointment for which his varied experience in the Southern District so well qualified him.

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Mr. W. C. "Bill" Bybee was appointed to position of General Agent at Edinburg to succeed Mr. Whittington. Bill served in the Southern District in various positions for a number of years before settling in San Francisco, where he was Chief Clerk to Asst. Gen. Mgr. at time of his latest appointment.

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RETIREMENT OF FRANCIS B. PHILLIPS

After nearly 40 years of loyal service Francis B. "Phil" Phillips retired from the service of PFE. "Phil" started with the Company in Los Angeles Store, later being transferred to San Francisco to direct the installation of M&S accounting system. He subsequently was assigned as Traveling Accountant, and it was during these years that he made many new friends throughout the system and added to his already extensive knowledge of PFE operations. Since 1946 "Phil" has been assigned to the Immediate Office of the Accounting Department.

All his many friends join in wishing him good health, happiness and great contentment in his retirement.

"Phil" Phillips' home address is 420 9th Avenue, Menlo Park, California.

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LATEST PFE REEFERS

The August 1959 *News Letter* mentioned that PFE had been authorized by its owning lines, UP and SP, to construct 1,025 additional mechanical refrigerator cars at its Los Angeles car shops.

This new equipment was described in detail on a separate sheet attached to the *News Letter* referred to above. While for the most part the descriptions given previously have not been changed, in completing the first designs the cubic loading capacity of the 1,000 cars in Class R-70-12 is 3,174 cu.ft. in lieu of 3,319, and of the 25 cars in Class R-70-11 it will be 3,472 cu.ft. instead of 3,625.

New cars are now coming off the construction line with first releases of four cars on Friday, May 6th. At the outset, daily output will average from one to four cars and by the 1st of June it is anticipated cars will be completed at rate of six per day and so continue until last car leaves the shop early in January 1961.

A picture of one of the latest reefers showing new type construction and marking designating car is equipped with load dividers, also new insignia and lettering, is shown below:

PFE 301213 - the first of the new mechanical refrigerator cars - completed Los Angeles shop May 1960.

The Management extends congratulations and best wishes to the following PFE employes who reached service anniversaries with our Company during the month of May.

40 YEARS SERVICE

W. C. Clair	AGM's Office	Chicago
R. J. Bennett	AGM's Office	Chicago
V. C. Power	Superintendent's Office	Ogden
Frederick E. Dosch	Superintendent	Sacramento
Charles H. Sherman	Superintendent's Office	Los Angeles

35 YEARS SERVICE

W. J. Elms	AGM's Office	Chicago
Wm. Stockheimer	Agency	Santa Barbara
Robert G. Gould	Agency	Guadalupe
Ernest R. DeFerrari	Car Department	Roseville
George Demaria	Car Department	Roseville

30 YEAR SERVICE

Fred J. Lieb, Jr	Car Department	San Francisco
Albert E. Lee	Superintendent's Office	Los Angeles
Pablo Saenz	Agency	El Paso
Juan Saldana	Agency	El Paso
Leo Benedetti	Car Department	Roseville
Arlo Wilson	Car Department	Roseville

25 YEARS SERVICE

Ovid D. McCarty	Agency	Stockton

20 YEARS SERVICE

Mildred L. Simons	Administrative Department	San Francisco
William D. Price	Engineering Department	San Francisco
Phillip Lovoy	Store Department	Los Angeles
Richard W. Sears	Car Department	Los Angeles

15 YEARS SERVICE

Opal M. Morelli	Administrative Department	San Francisco
Miss T. M. Rocco	AGM's Office	Chicago
Mrs. R. E. Lombardi	Agency	Salt Lake City
Gale G. Allan	Superintendent's Office	Los Angeles
Helen F. Marcus	Agency	Yuma
Manuel Y. Medel	Agency	Yuma
Ruben Moreno	Agency	Yuma

15 YEARS SERVICE (Continued)

Carlos Camacho	Agency	El Paso
Zeferino Camacho	Agency	El Paso
Enrique Diaz	Agency	El Paso
Concepcion Dominguez	Agency	El Paso
Jose A. Dominguez	Agency	El Paso
Floyd E. Grim	Agency	Bayshore
Robert C. Dossett	Car Department	Nampa
Joseph Moravec	Car Department	Tucson
Frank G. Gastelo	Car Department	Tucson
John E. Forbes	Ice Plant	Modesto
Elmer T. Sandvick	Ice Plant	Roseville
Jesus Melgoza	Ice Plant	Roseville
Paul V. Baquera	Ice Plant	Roseville

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The following PFE people have recently retired from our service and to each of them we extend our best wishes for a long and happy retirement.

Oscar L. Bonebrake	Mach. Opr. Foreman	Kansas City, Kansas
Vito Carbone	Carman	Roseville
William S. Edwards	Foreman-Inspector	Fresno
Harold E. Eichorn	Asst. Sec. Stockman	Los Angeles
Oscar Farr	Clerk-Timekeeper	Colton
John E. Filer	Carman-Ironworker	Los Angeles
Jesse J. Foley	Clerk-Inspector	Council Bluffs
Fred Morrow	Carman-Carpenter	Nampa
John Shaves	Foreman-Inspector	West Oakland
Walter E. Warren	Foreman-Inspector	Bayshore
Phillip A. Weber	Carman	Colton
Wofford R. White	Carman	Colton

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"We cannot always oblige, but we can always speak obligingly."

...Voltaire

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CHAS. AHERN
Vice President & General Manager